



US009002508B2

(12) **United States Patent**
Cameron et al.

(10) **Patent No.:** **US 9,002,508 B2**
(45) **Date of Patent:** **Apr. 7, 2015**

(54) **RFID FOR LOCATION OF THE LOAD ON A TOWER CRANE**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

(21) Appl. No.: **14/247,132**

(22) Filed: **Apr. 7, 2014**

(65) **Prior Publication Data**

US 2014/0222193 A1 Aug. 7, 2014

Related U.S. Application Data

(62) Division of application No. 13/324,605, filed on Dec. 13, 2011, now Pat. No. 8,738,175.

(51) **Int. Cl.**

G06F 7/00 (2006.01)
B66C 13/16 (2006.01)
B66C 13/46 (2006.01)
B66C 23/28 (2006.01)
G01S 19/46 (2010.01)

(52) **U.S. Cl.**

CPC **B66C 13/16** (2013.01); **B66C 13/46** (2013.01); **B66C 23/28** (2013.01); **G01S 19/46** (2013.01)

(58) **Field of Classification Search**

CPC combination set(s) only.
See application file for complete search history.

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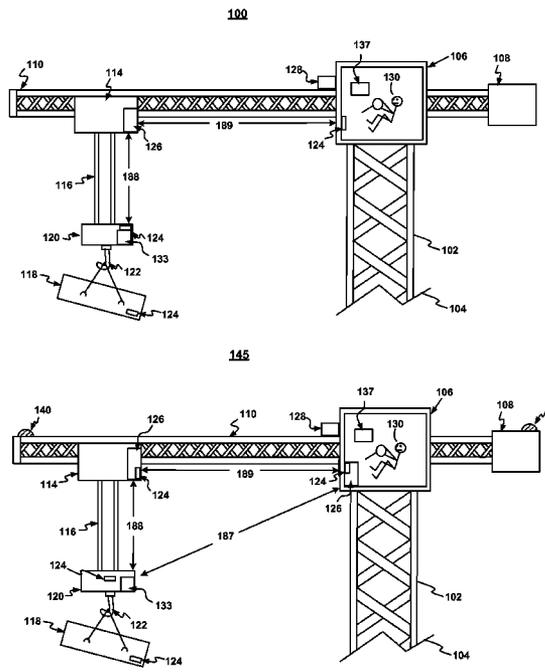
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Primary Examiner — Yolanda Cumbess

(57) **ABSTRACT**

A radio frequency identification (RFID) tower crane load locator is disclosed. One example includes at least four RFID components to provide RFID range measurements between the at least four RFID components. In addition, a load position determiner utilizes the RFID range measurements to determine a location of the load. A load information generator provides the location of the load information suitable for subsequent access by a user.

6 Claims, 8 Drawing Sheets



100

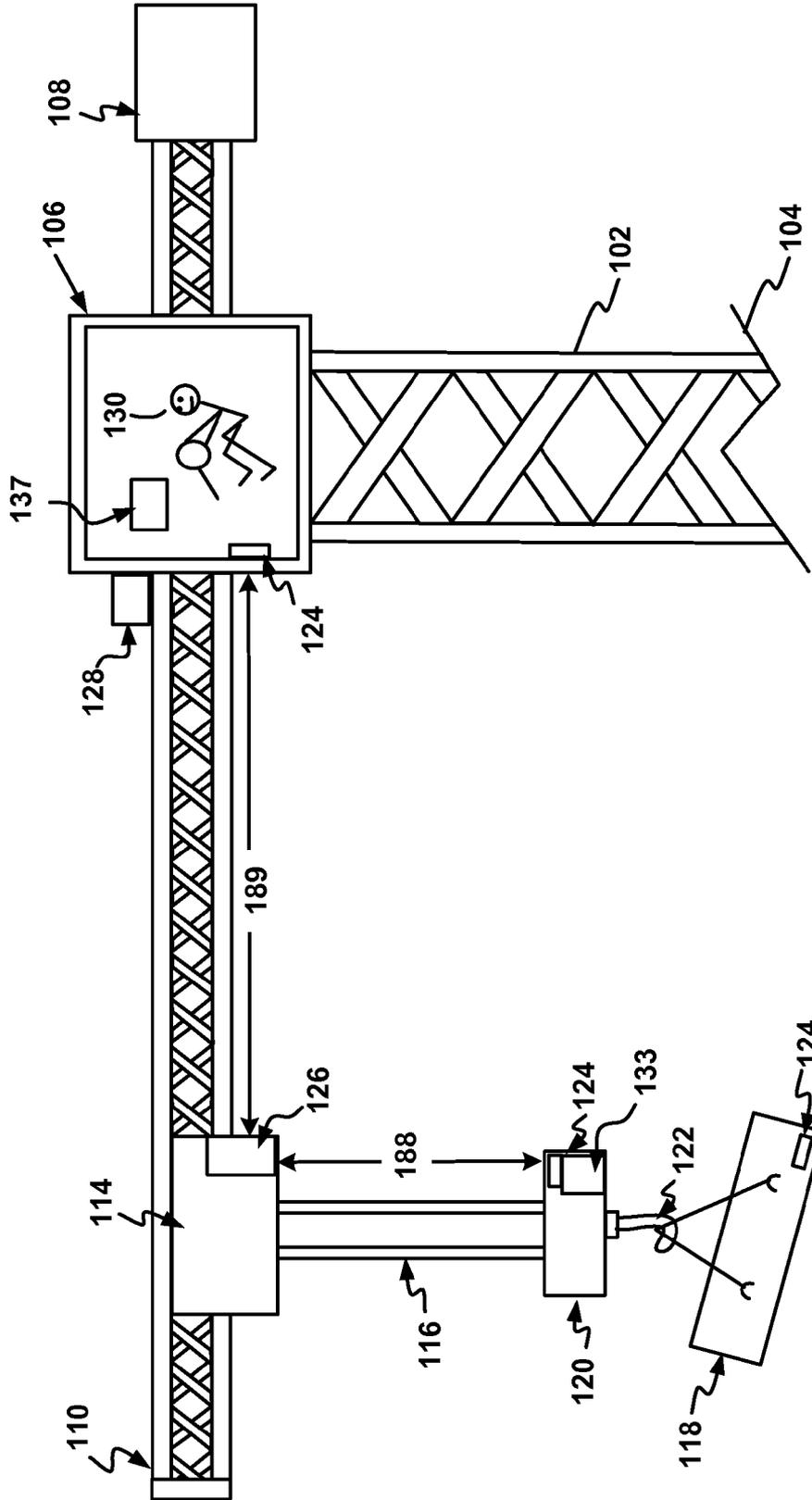


FIG. 1A

145

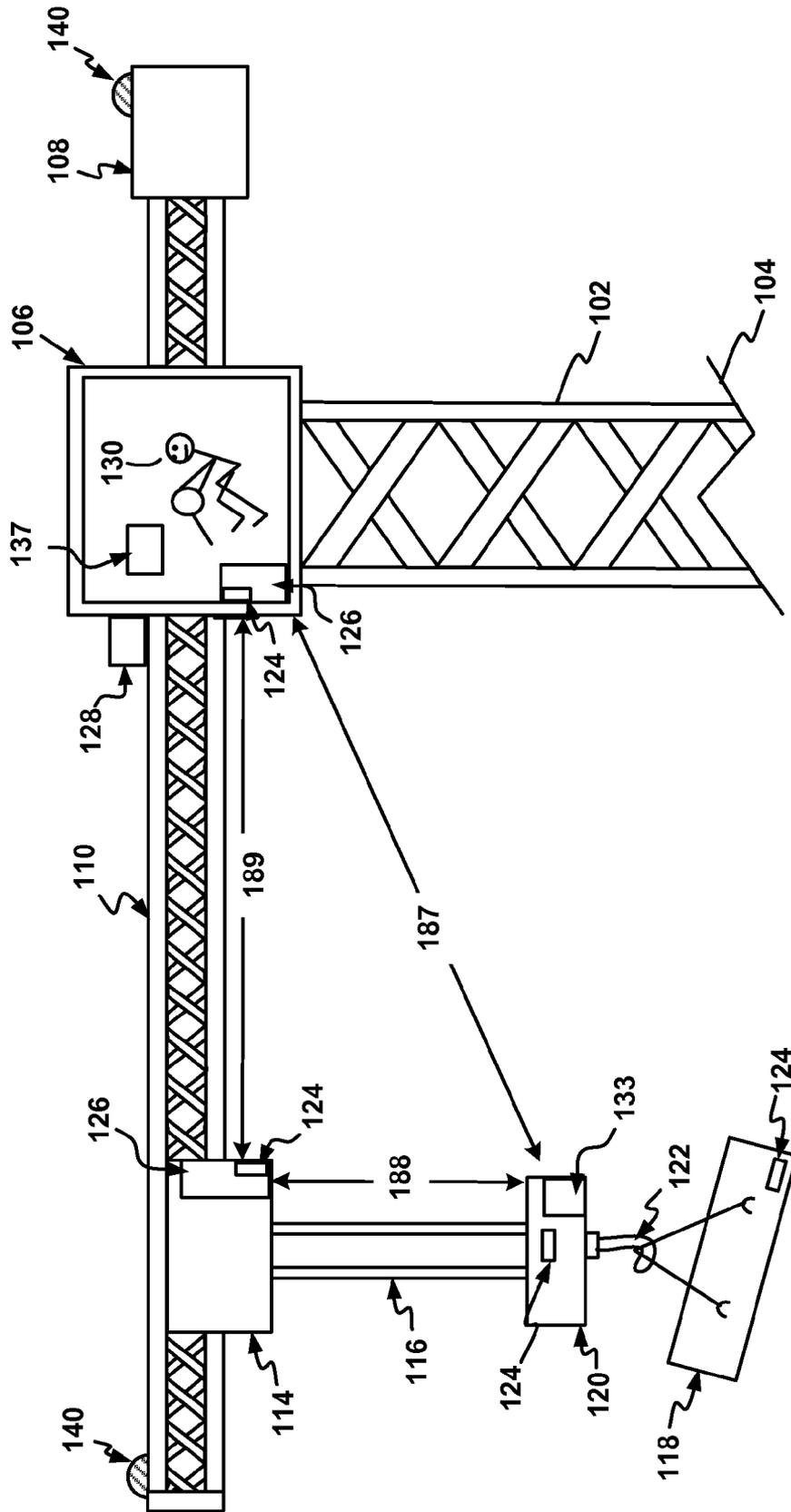


FIG. 1B

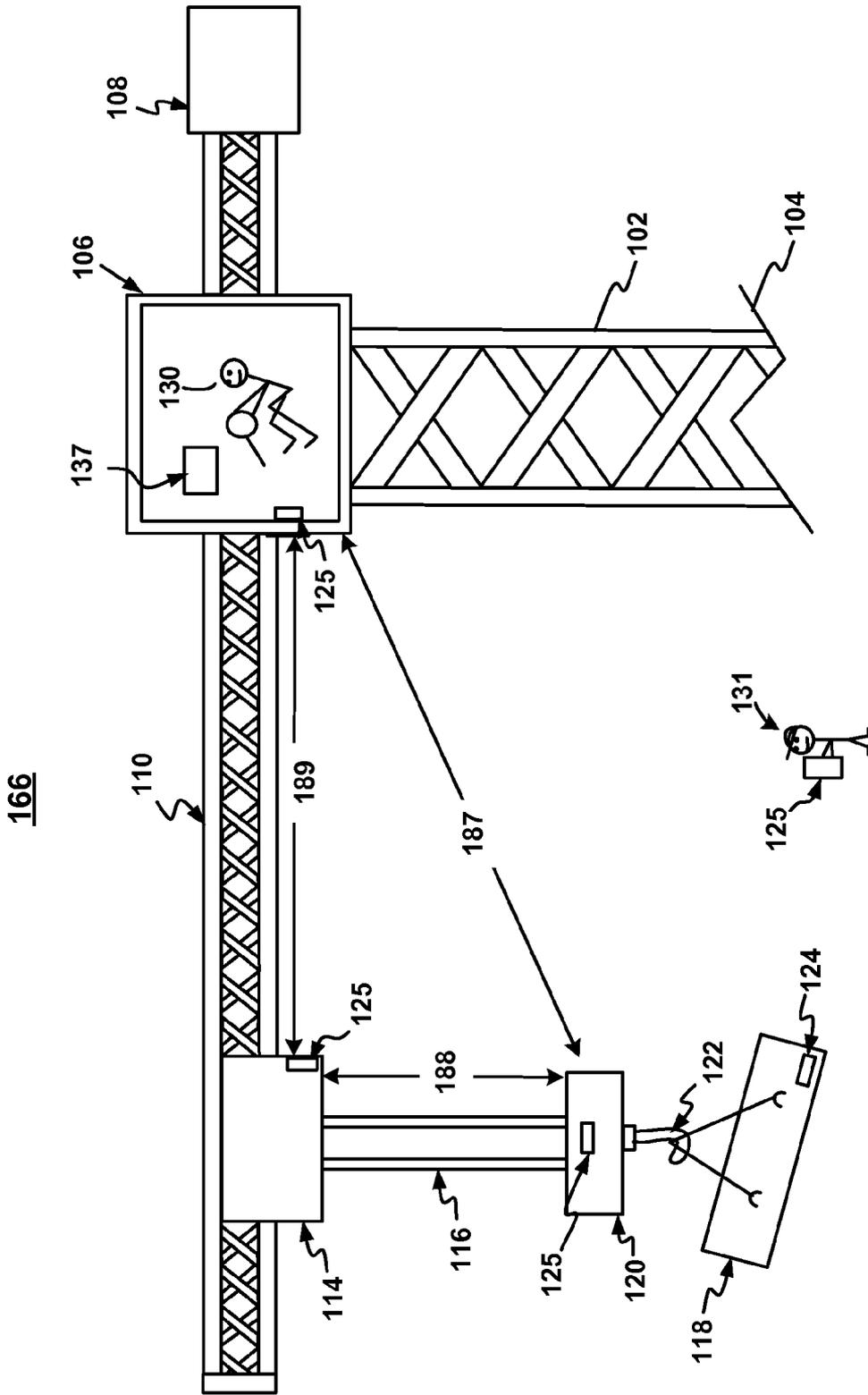


FIG. 1C

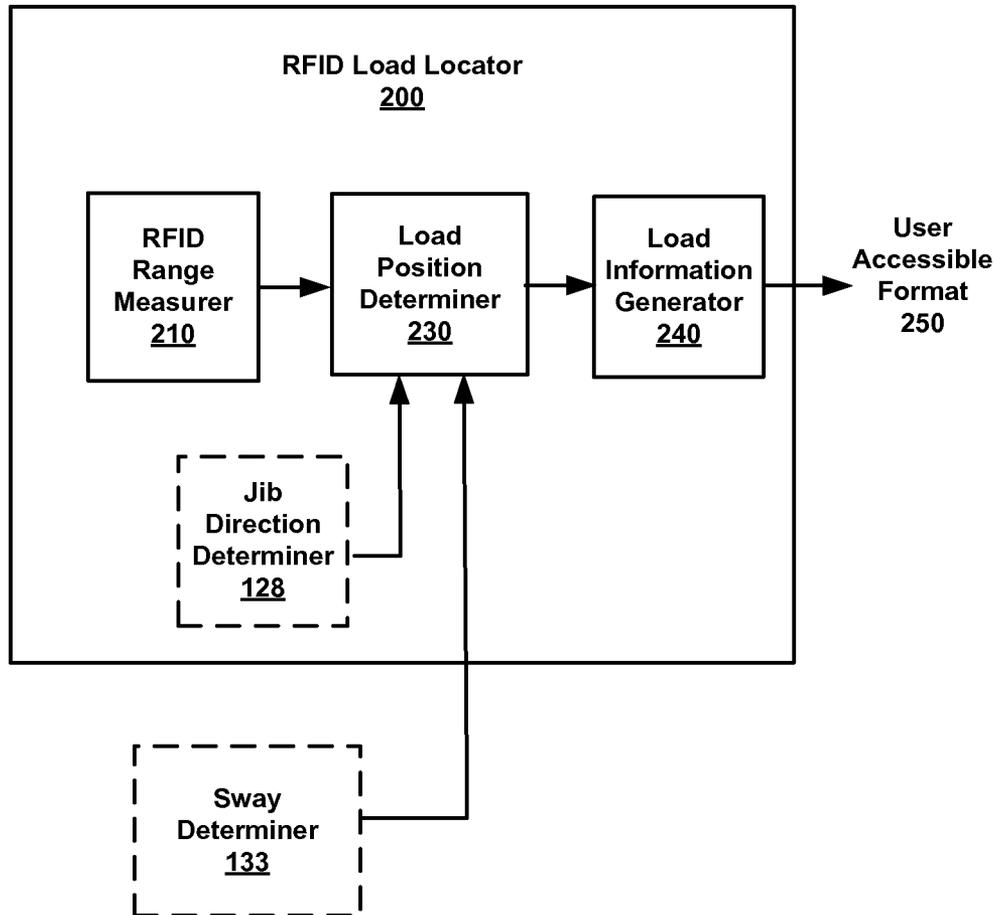


FIG. 2

300

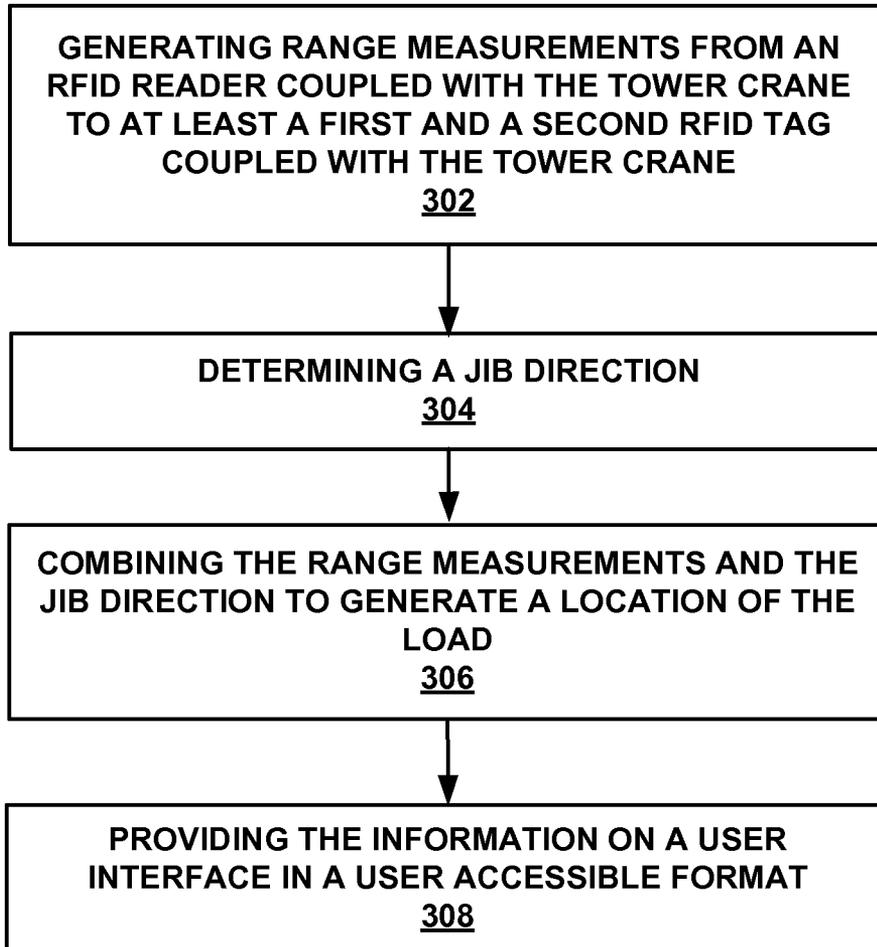


FIG. 3

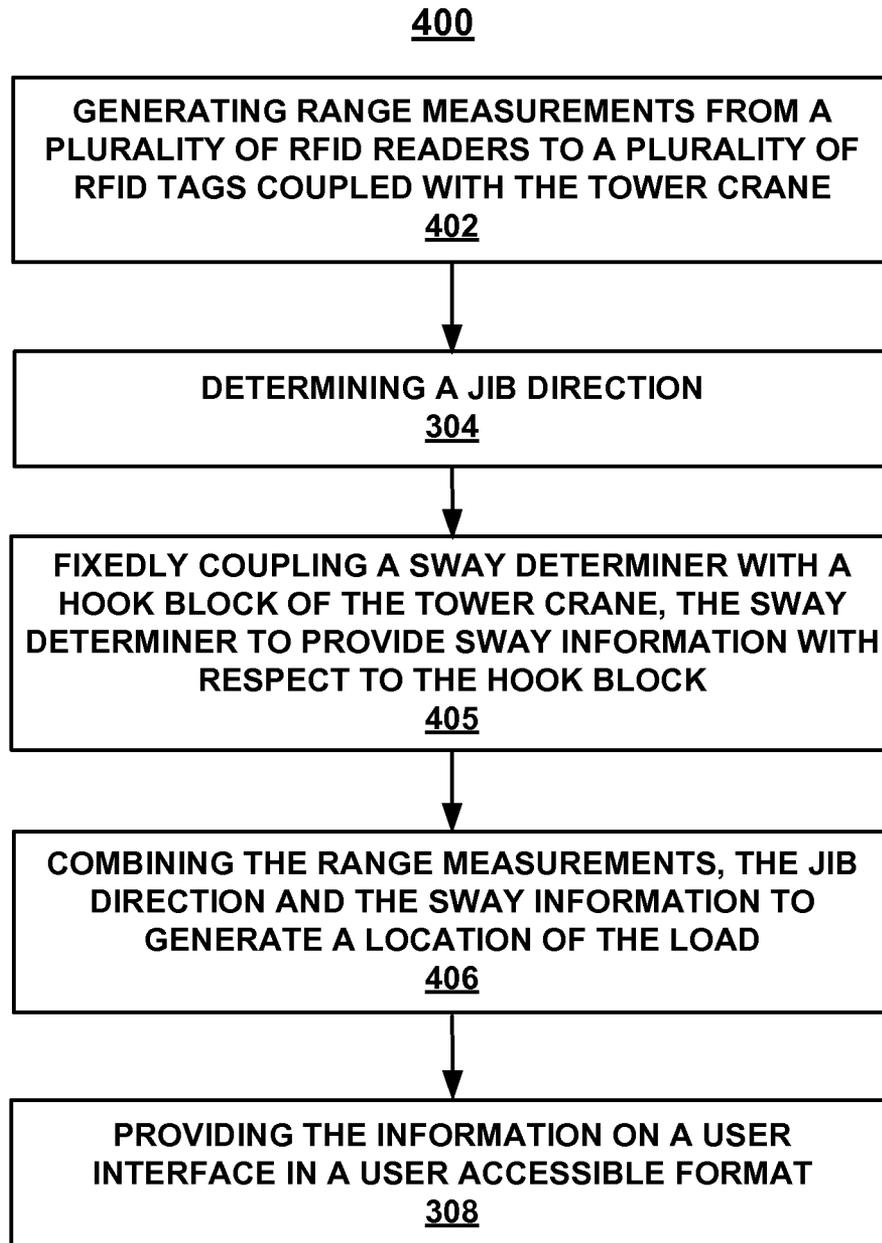


FIG. 4

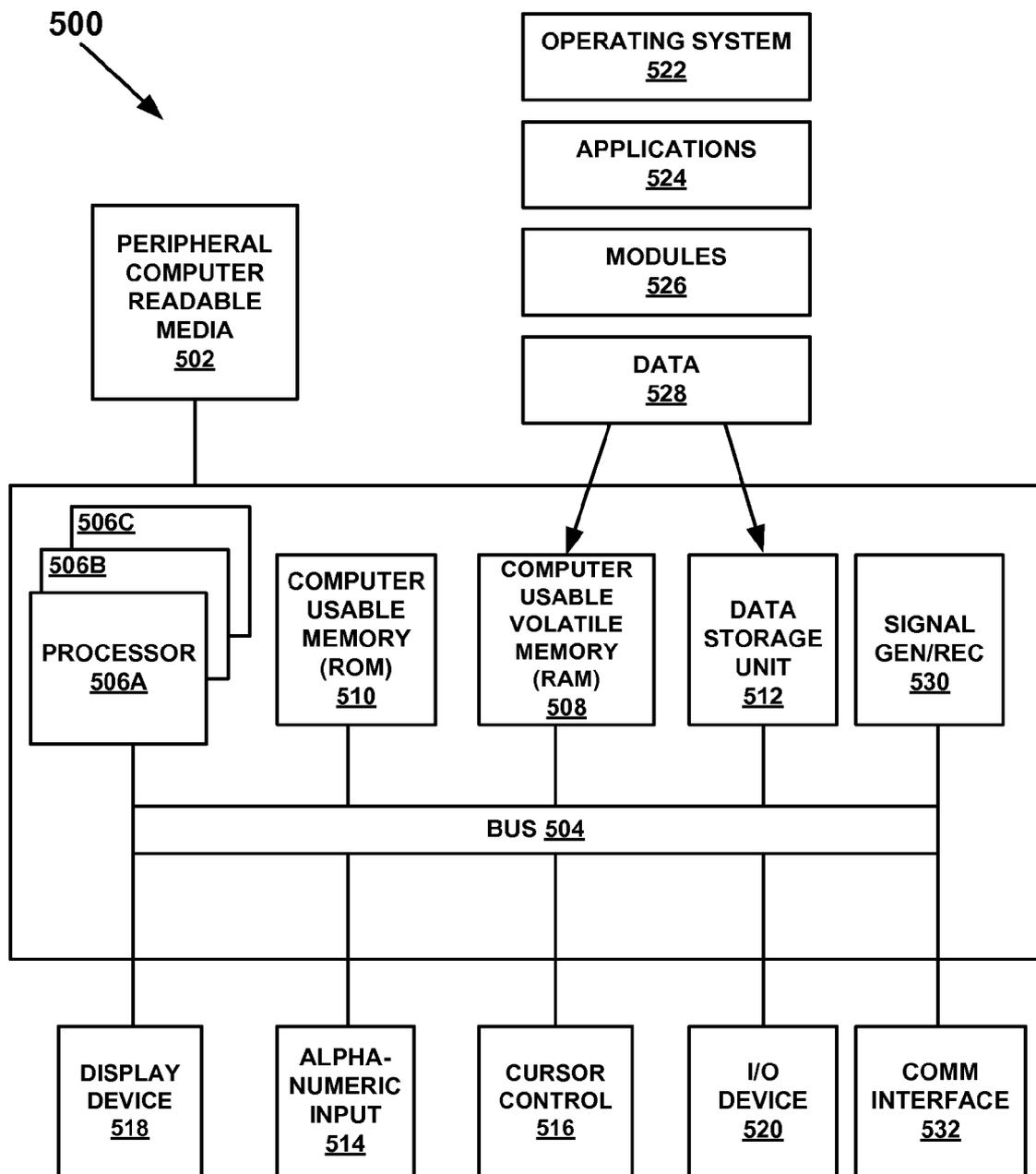


FIG. 5

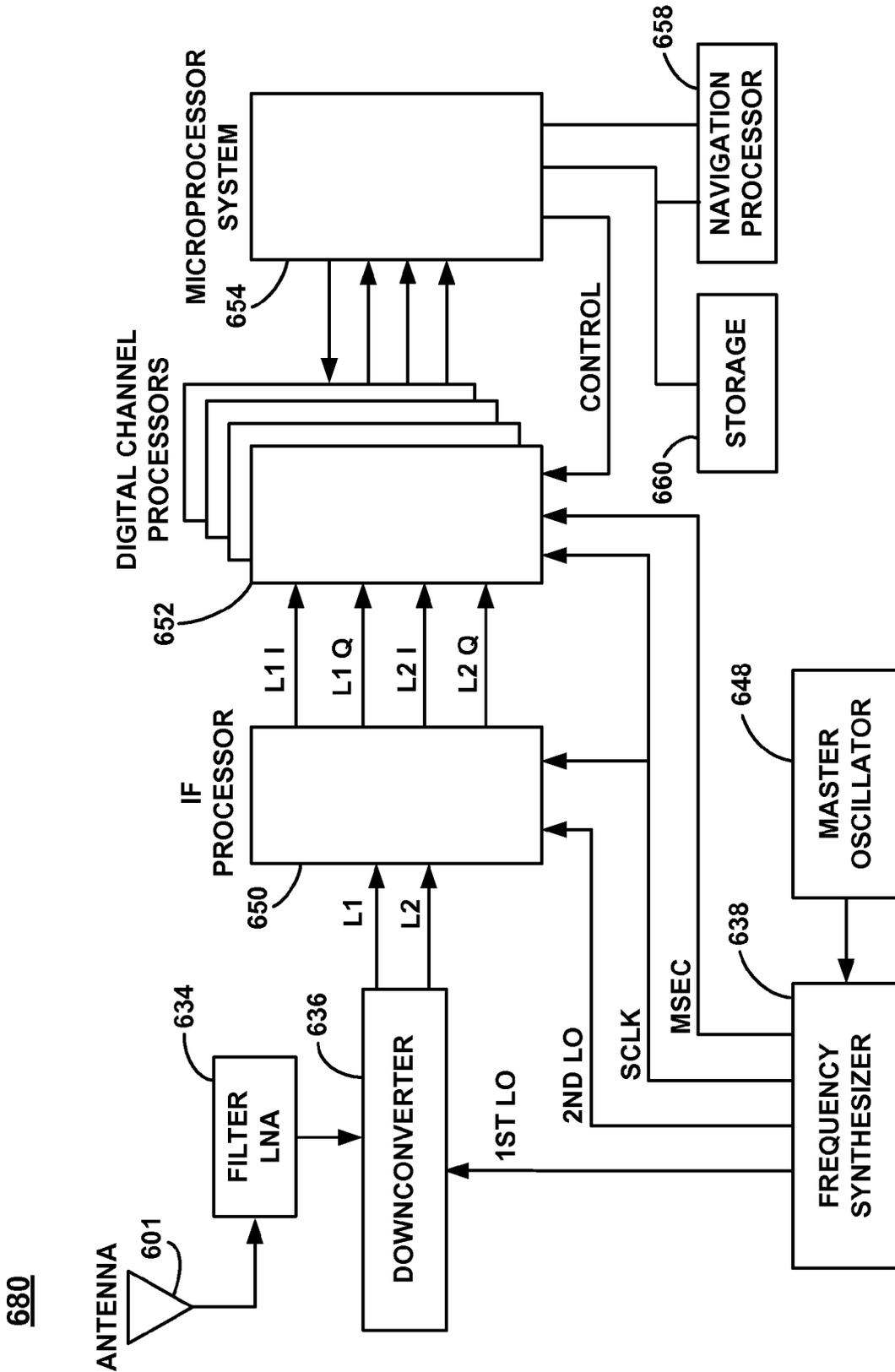


FIG. 6

680

RFID FOR LOCATION OF THE LOAD ON A TOWER CRANE

CROSS-REFERENCE TO RELATED APPLICATIONS—DIVISIONAL

This application is a divisional application of and claims the benefit of co-pending U.S. patent application Ser. No. 13/324,605 filed on Dec. 13, 2011 entitled “RFID FOR LOCATION OF THE LOAD ON A TOWER CRANE” by John F. Cameron et al. and assigned to the assignee of the present application; the disclosure of U.S. patent application Ser. No. 13/324,605 is hereby incorporated herein by reference in its entirety.

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is related to co-pending U.S. patent application Ser. No. 14/247,146 filed on Apr. 7, 2014, entitled “RFID FOR LOCATION OF THE LOAD ON A TOWER CRANE,” by John F. Cameron et al. and assigned to the assignee of the present application.

BACKGROUND

Tower cranes are used in many different applications. For example, on construction sites, tower cranes are used to move large and/or heavy objects from one location to another.

BRIEF DESCRIPTION OF THE DRAWINGS

The accompanying drawings, which are incorporated in and form a part of this application, illustrate and serve to explain the principles of embodiments in conjunction with the description. Unless noted, the drawings referred to in this description should be understood as not being drawn to scale.

FIG. 1A is an illustration of an RFID tower crane load locator system utilizing a single RFID reader for determining the location of a load according to one embodiment of the present technology.

FIG. 1B is an illustration of an RFID tower crane load locator system utilizing two RFID readers for determining the location of a load according to one embodiment of the present technology.

FIG. 1C is an illustration of an RFID tower crane load locator system utilizing three RFID readers for determining the location of a load according to one embodiment of the present technology.

FIG. 2 is a block diagram of an RFID tower crane load locator system, according to one embodiment of the present technology.

FIG. 3 is a flowchart of a method for utilizing RFID for locating the load of a tower crane, according to one embodiment of the present technology.

FIG. 4 is a flowchart of a method for utilizing RFID for locating the load of a tower crane, according to one embodiment of the present technology.

FIG. 5 is a block diagram of an example computer system upon which embodiments of the present technology may be implemented.

FIG. 6 is a block diagram of an example global navigation satellite system (GNSS) receiver which may be used in accordance with one embodiment of the present technology.

DESCRIPTION OF EMBODIMENT(S)

Reference will now be made in detail to various embodiments of the present technology, examples of which are illus-

trated in the accompanying drawings. While the present technology will be described in conjunction with these embodiments, it will be understood that they are not intended to limit the present technology to these embodiments. On the contrary, the present technology is intended to cover alternatives, modifications and equivalents, which may be included within the spirit and scope of the present technology as defined by the appended claims. Furthermore, in the following description of the present technology, numerous specific details are set forth in order to provide a thorough understanding of the present technology. In other instances, well-known methods, procedures, components, and circuits have not been described in detail as not to unnecessarily obscure aspects of the present technology.

Unless specifically stated otherwise as apparent from the following discussions, it is appreciated that throughout the present description of embodiments, discussions utilizing terms such as “receiving”, “storing”, “generating”, “transmitting”, “inferring,” or the like, refer to the actions and processes of a computer system, or similar electronic computing device. The computer system or similar electronic computing device manipulates and transforms data represented as physical (electronic) quantities within the computer system’s registers and memories into other data similarly represented as physical quantities within the computer system memories or registers or other such information storage, transmission, or display devices. Embodiments of the present technology are also well suited to the use of other computer systems such as, for example, mobile communication devices.

Overview

Embodiments of the present invention enable the determination of the location of a load of a tower crane. In the following discussion, the load location is the actual or physical location of the load. In one embodiment, the load location is defined with respect to the relational location of a portion of the tower crane, such as, but not limited to, the base, mast, cab and the like. In addition, the load location information is provided at a user interface in a user accessible format, such as, for example on a graphical user interface.

By providing load location information at a user interface, embodiments of the present technology enable safer and more efficient operation of a tower crane, which results in lower operating cost and improved safety. For example, the load location information can be displayed to the tower crane operator thereby allowing the operator to accurately monitor and control the load location. Moreover, the information can also be disseminated to other users including project managers, foremen and the like. In so doing, additional layers of operational insight and tower crane safety are achieved.

With reference now to FIG. 1A, an illustration of a tower crane **100** including an RFID tower crane load locator system for determining the location of a load is shown. In general, RFID may refer to a number of different RFID transmission methods including, but not limited to, low frequency (LF), high frequency (HF), ultra high frequency (UHF) and ultra wide band (UWB).

Tower crane **100** includes a base **104**, a mast **102** and a jib (e.g., working arm) **110**. The mast **102** may be fixed to the base **104** or may be rotatable about base **104**. The base **104** may be bolted to a concrete pad that supports the crane or may be mounted to a moveable platform. In one embodiment, the operator **130** is located in a cab **106** which includes a user interface **137**.

Tower crane **100** also includes a trolley **114** which is moveable back and forth on jib **110** between the cab **106** and the end of the jib **110**. A cable **116** couples a hook **122** and hook block **120** to trolley **114**. A counterweight **108** is on the opposite

side of the jib **110** as the trolley **114** to balance the weight of the crane components and the object being lifted, referred to hereinafter as load **118**.

In one embodiment shown in FIG. 1A, tower crane **100** also includes an RFID reader **126** and a number of RFID tags **124**. In one embodiment RFID reader **126** is battery powered and may include rechargeable characteristics including solar charging capabilities. In another embodiment, RFID reader **126** is electrically wired with tower crane **180**.

In FIG. 1A, the RFID reader **126** is shown on trolley **114** and RFID tags **124** are located at hook block **120**, cab **106** and load **118**. However, in other embodiments RFID reader **126** may be located at a different location and the RFID tags **124** would be adjusted accordingly. For example, if RFID reader **126** was located on hook block **120** then RFID tags **124** could be located at trolley **114** and cab **106**. In another example, if RFID reader **126** was located at cab **106** then RFID tags **124** could be located at trolley **114** and hook block **120**. In yet another embodiment, there may be numerous RFID tags **124** located at different locations both on and off of tower crane **100**, such as for example on load **118**.

Tower crane **100** also includes a jib direction determiner **128**. In general, jib direction determiner **128** determines the direction that jib **110** is facing. In various embodiments, jib direction determiner **128** may be a compass, a heading indicator, a satellite navigation position receiver offset from a known position, a satellite navigation position receiver utilizing two antenna located at different points along the jib, at least two satellite navigation position devices located at different points along the jib or a combination thereof. In one embodiment, such as shown in FIG. 1C, no jib direction determiner is utilized.

FIG. 1A additionally includes a sway determiner **133** coupled with hook block **120**. In one embodiment, sway determiner **133** may be an accelerometer, a gyro, GNSS, a camera and the like. In general, sway determiner **133** is used to determine sway of the load **118**. Although sway determiner **133** is shown as coupled with hook block **120**, in another embodiment, the sway determiner **133** may be coupled with the load **118** or the hook **122**.

Referring now to FIG. 1B, an illustration of a tower crane **145** including an RFID tower crane load locator system utilizing two RFID readers for determining the location of a load is shown.

For purposes of clarity in the discussion, the description of some of the components of FIG. 1B that are similar to and previously described in FIG. 1A are not repeated herein.

In one embodiment, in addition to the components described in FIG. 1A, FIG. 1B includes a second RFID reader **126** located at a different location than the first RFID reader **126**. In addition, since a number of RFID reader's **126** are utilized, one or more components may have both an RFID reader **126** and an RFID tag **124** coupled therewith. In another embodiment, RFID reader **126** may include an RFID tag **124**.

For example, in FIG. 1B, a first RFID reader **126** with an RFID tag **124** is located at trolley **114**. The second RFID reader **126** with an RFID tag **124** is located at cab **106**. Although the two locations are shown, the technology is well suited for locating RFID readers **126** at various other locations, such as, but not limited to, hook block **120**, load **118**, mast **102**, jib **110** and the like.

Range measurement paths **187**, **188** and **189** are also shown in FIG. 1B. In general, range measurement paths illustrate a pulse sent from an RFID reader **126** and returned from the RFID tag **124**. As described in more detail herein, these range measurements are used to determine distances.

Figure 1B also includes GNSS devices **140**. In general, GNSS device **140** may be a complete GNSS receiver or just a GNSS antenna. In one embodiment, there are two GNSS devices **140**. One is located at the front of the jib **110** and the other is located at counterweight **108**. Although two GNSS devices **140** are shown, in another embodiment, Figure 1B may only utilize one GNSS device **140**. For example, one GNSS device **140** may provide a location while jib direction determiner **128** determines the direction that jib **110** is facing. In yet another embodiment jib direction determiner **128** may be a GNSS receiver utilizing two GNSS antenna located at different points along the jib such as those designated by GNSS devices **140**. In addition, the locations of GNSS devices **140** may be in different areas, the illustration of the two GNSS devices **140** locations in FIG. 2 is provided merely for purposes of clarity.

Referring now to FIG. 1C, an illustration of a tower crane **166** including an RFID tower crane load locator system utilizing at least four RFID components **125** to provide RFID range measurements between the at least four RFID components **125**.

For purposes of clarity in the discussion, the description of some of the components of FIG. 1C that are similar to and previously described in FIGS. 1A and 1B are not repeated herein.

In one embodiment, FIG. 1C includes at least four RFID components **125**. In one embodiment, the at least four RFID components include at least three RFID readers **126** and at least one RFID tag **124**. In one embodiment, at least one of the RFID components **124** is not in the same plane as the mast **102** and the jib **110** of the tower crane. For example, in one embodiment, at least one of the four RFID components **125** is located separately from the tower crane **166**. In the example shown in FIG. 1C, the off-tower RFID component **125** is a handheld device. In one embodiment the off-tower RFID component **125** is carried by a user **131**. As will be described in more detail herein, the user may be a foreman, safety inspector, or the like. In another embodiment, user **131** may be the tower crane operator and as such operator **130** would not need to be in the cab **106**.

In general, since at least four RFID components **125** are utilized, it is possible to utilize the RFID range measurements independent of any other aspects of the crane to determine a location of load **118**. For example, by utilizing four RFID components **125** without the jib determiner **128** or sway determiner **133**, the RFID load locator would provide information regarding the location of the load **118**. In addition, since the four RFID components do not require additional input from the crane or crane operator to provide load location information, in one embodiment, the components can be provided as a stand-alone load locating device that can be added to an existing tower crane without requiring any modification or manipulation of existing crane components.

With reference now to FIG. 2, a tower crane RFID load locator **200** is shown in accordance with an embodiment of the present technology. In one embodiment, RFID load locator **200** includes an RFID range measurer **210**, a load position determiner **230** and a load information generator **240**. In one embodiment, RFID load locator **200** may also include a jib direction determiner **128**. However, in another embodiment, RFID load locator **200** may optionally receive jib direction determiner **128** information from an outside source. Similarly, RFID load locator **200** may optionally receive sway determiner **133** information from an outside source.

In one embodiment, RFID range measurer **210** provides RFID range measurements between at least four RFID components **125**. Load position determiner **230** utilizes the range

measurements with or without any other optional inputs described herein to determine a location of the load **118**. Load information generator **240** provides the location of the load information suitable for subsequent access by a user. In one embodiment, the location of the load information is output in a user accessible format **250**. For example, the load information may be output to a graphic user interface (GUI), such as GUI **137**. In another embodiment, the load information provided in user accessible format **250** may be sent to or accessed by a plurality of devices such as a handheld device, GUI **137**, or other devices. In another embodiment, the RFID range measurer may be at a tower crane in a first location and the range measurements may be provided to a load position determiner **230** at a remote location. In yet another embodiment, the load information generator **240** may also be remotely located or may be remotely accessible by authorized personnel. For example, the load location information may be processed in a local office at the work site, remote from the work site or the like and the load information generator **240** may be stored in “the cloud”.

Optional Jib direction determiner **128** determines the direction the jib is facing. Optional sway determiner **133** is used to determine sway of the load **118**. Although sway determiner **133** is shown as coupled with hook block **120**, in another embodiment, the sway determiner **133** may be coupled with the load **118** or the hook **122**.

In one embodiment, in addition to utilizing the range measurements to determine a location of the load, load position determiner **230** may also utilize the optional jib direction information or the sway determiner **133** information or both the jib direction information and the sway determiner **133** information to determine the location of the load **118**.

FIG. **3** is a flowchart of a method for utilizing RFID for locating the load of a tower crane, according to one embodiment of the present technology.

With reference now to **302** of FIG. **3** and FIG. **1A**, one embodiment generates range measurements from an RFID reader coupled with the tower crane to at least a first and a second RFID tag coupled with the tower crane.

In other words, RFID reader **126** can be used in conjunction with RFID tags **124** to determine distances. For example, RFID reader **126** would measure the range to the RFID tag **124** located on hook block **120**. In so doing, the distance **188** between hook block **120** and trolley **114** can be determined.

Similarly, RFID reader **126** can measure the range to the RFID tag **124** located on cab **106**. In so doing, the distance of leg **189** between cab **106** and trolley **114** can be determined.

In another embodiment, such as shown in FIG. **1B** where RFID reader **126** is located at hook block **120** or cab **106**, similar measurements can be made between the RFID tags and once two sides of the triangular plane are known, the third side can be calculated. For example, assuming the RFID reader **126** was located at cab **106**; leg **189**: the distance between cab **106** and trolley **114** could be measured. Similarly leg **187**: the distance between cab **106** and hook block **120** could also be measured. Then, distance **188** could be solved for using a formula such as the Pythagorean Theorem.

With reference now to **304** of FIG. **3** and FIG. **1A**, one embodiment determines a jib direction. As stated herein, the jib direction may be determined by numerous devices including, but not limited to, a compass, a laser direction finder, one or more GNSS receivers, or the like. In another embodiment, the jib direction may be determined by other elements associated with GNSS including: Differential GPS, Real-time Kinematic (RTK), and Network RTK systems. Each of these systems is described in further detail in the description of FIG. **6**.

With reference now to **306** of FIG. **3** and FIG. **1A**, one embodiment combines the range measurements and the jib direction to generate a location of the load. For example, in one embodiment the range measurements will provide a location of the load as a given distance **189** and height **188** from the cab **106**. However, the information is not directional but would define a radius of an arc or a circle. By incorporating the jib direction, a specific location on the arc or circle would be defined.

With reference now to **308** of FIG. **3** and FIG. **1A**, one embodiment provides the information on a user interface in a user accessible format. That is, the information may be presented on a user interface, such as a graphical user interface (GUI) or the like. In addition, the information may be presented as an overlay on a map such as a site map or the like.

For example, a site map is used to organize and monitor activities on a construction site. The site map may indicate the location (or range of locations) where contact between the tower crane and another object is possible. It is important for the tower crane to not enter a restricted space where an accident could occur. Thus, in addition to providing information to be presented on the user interface, one embodiment may also provide warning information. In another embodiment, an automated stop or override may also be utilized.

For example, the load location information can be used to alert operators when they are not moving safely in terms of location, speed, acceleration, shock, load, jerk, etc. The information can also be used to automatically keep the tower crane within a predefined motion or path.

FIG. **4** is a flowchart of a method for utilizing RFID for locating the load of a tower crane, according to one embodiment of the present technology.

With reference now to **402** of FIG. **4** and FIGS. **1B** and **1C**, one embodiment generates range measurements from a plurality of RFID readers to a plurality of RFID tags coupled with the tower crane. For example, in FIG. **1B**, a first RFID reader **126** with an RFID tag **124** is located at trolley **114**. The second RFID reader **126** with an RFID tag **124** is located at cab **106**. Although the two locations are shown, the technology is well suited for locating RFID readers **126** at various other locations, such as, but not limited to, hook block **120**, load **118**, mast **102**, jib **110** and the like.

In addition, since a number of RFID reader's **126** are utilized, one or more components may have both an RFID reader **126** and an RFID tag **124** coupled therewith. In another embodiment, RFID reader **126** may include an RFID tag **124**.

As described herein, these range measurements are used to determine distances.

In one embodiment, a third RFID reader **126** may be located separately from the tower crane **166**. As shown in FIG. **1C**, the third RFID reader **126** may be a handheld device. Since three RFID reader's **126** are utilized, it is possible to utilize the range measurements to determine a load **118** location that is outside of a plane. For example, the third RFID reader **126** would provide information that could be utilized to determine a sway of load **118**.

Moreover, in one embodiment the third RFID reader **126** is carried by a user **131**. User **131** may be a foreman, safety inspector, manager, owner, developer, or the like. In another embodiment, user **131** may be the tower crane operator and as such operator **130** would not need to be in the cab **106**.

With reference now to **304** of FIG. **4** and FIGS. **1B** and **1C**, one embodiment determines a jib direction. In one embodiment, one or more GNSS devices **140** coupled with the tower crane are utilized to determine the jib direction.

In general, GNSS device **140** may be a complete GNSS receiver or just a GNSS antenna. In one embodiment, there

are two GNSS devices **140**. One is located at the front of the jib **110** and the other is located at counterweight **108**. Although two GNSS devices **140** are shown, in another embodiment, only one GNSS device **140** may be utilized. For example, one GNSS device **140** may provide a location while jib direction determiner **128** determines the direction that jib **110** is facing. In yet another embodiment jib direction may be determined by a GNSS receiver utilizing two GNSS antenna located at different points along the jib such as those designated by GNSS devices **140** at FIG. 1C. In another embodiment, the locations of GNSS devices **140** may be in different locations on the tower crane.

With reference now to **405** of FIG. 4 and FIG. 1B, one embodiment fixedly couples a sway determiner **133** with a hook block of the tower crane, the sway determiner **133** to provide sway information with respect to the hook block **120**. Although sway determiner **133** is stated as being coupled with hook block **120**, in another embodiment, the sway determiner **133** may be coupled with the load **118** or the hook **122**.

With reference now to **406** of FIG. 4 and FIG. 1B, one embodiment combines the range measurements, the jib direction and the sway determiner information to generate a location of the load. For example, by using two RFID readers **126** in a similar manner as described in **302** of FIG. 3, a plurality of distance measurements for legs **187**, **188** and **189** can be determined

However, when the second RFID reader **126** is located at hook block **120** or cab **106**, while the measurements can be made between the RFID tags and once two sides of the triangular plane, the sway determiner information can be added to further refine the third side calculation. For example, assuming one of the RFID readers **126** was located at cab **106**, legs **187** and **189** could be measured. By including the sway determiner **133** information, solving for the length of leg **188** can now be performed by a more accurate method such as the Law of Cosines, where the sway determiner information is used to determine the cosine for the angle.

In another embodiment, such as shown in FIG. 1C, three RFID readers can be used to make range measurements and utilize the measurements to provide a position fix utilizing methods such as "trilateration." For example, to solve for the load **118** position information, the information from RFID readers **126** located at the trolley **114**, the cab **106** and the hand-held device held by user **131** is used to formulate the equations such as for three spherical surfaces and then solving the three equations for the three unknowns, x, y, and z. This solution can then be utilized in a Cartesian coordinate system to provide three-dimensional information.

Range measurements can be made, in one embodiment, by counting the time interval from time of transmission of a pulse to a reader to its return to the reader from the tag, and dividing by 2. So for a round-trip elapsed time interval of 60 nanoseconds, the true one-way time of flight is 30 nanoseconds, which corresponds to 30 feet. Such elapsed time measurements involve the use of a precision clock with start-stop trigger capabilities. In one embodiment, the RFID reader is equipped with this type of range measurer. Other methods for making range measurements include estimating distance include signal strength (RSSI), "instantaneous phase" which is similar to real-time-kinematic (RTK) GPS methods, and integrated phase which continuously tracks phase as if it were a tape measure.

In one embodiment, the additional jib direction information, the sway determiner information, or both can also be added to the trilateration information to generate additional useful information regarding load location, motion, rotation, and the like.

With reference now to **308** of FIG. 4 and FIGS. 1B and 1C, one embodiment provides the information on a user interface in a user accessible format. That is, the information may be presented on a user interface, such as a graphical user interface (GUI) or the like. For example, the information may be presented as plan and/or elevation views of the tower crane with the location of the load illustrated spatially with relation to an illustration of the tower crane. In addition, the information may be presented as an overlay on a map such as a site map or the like.

For example, the site map may indicate the location (or range of locations) where contact between the tower crane and another object is possible. Thus, in addition to providing information to be presented on the user interface, one embodiment may also provide warning information. In another embodiment, an automated stop or override may also be utilized.

For example, the load location information can be used to alert operators when they are not moving safely in terms of location, speed, acceleration, shock, load, jerk, etc. The information can also be used in automatic collision avoidance.

Collision Avoidance

For example, the load **118** location can be compared to the location of other devices and/or other objects. Moreover, if a safety zone is breached, e.g., an area a prescribed distance from the other device or object, a warning can be generated about the potential collision. In one embodiment, a safety threshold distance is used to help prevent collisions.

In another embodiment, the load location can be compared to pre-defined "do not enter" spaces. In this embodiment, pre-planning establishes areas or zones that should not be entered by particular devices. When it is determined that a load **118** has entered, or is about to enter, a "do not enter" zone, a warning can be generated and provided to the operator. The warning can help prevent collisions between the tower crane and other objects.

In yet another embodiment, in addition to providing a warning, the operation of the tower crane may be automatically stopped or otherwise manipulated to stop a collision or boundary incursion from actually occurring. For example, the system may include a first warning distance from an object or area having a first radius and also a second automatic override distance from an object or area at a smaller radius.

As such, if a load was approaching another object, as the warning distance is breached, the system would provide a user warning. However, if the load breached the automatic override distance, the operation of the tower crane may be automatically stopped, reversed, or the like. In so doing, significant safety risks and property damage may be automatically avoided.

It is appreciated that the autonomous position of the tower crane can be used to generate a real-time graphical representation of a work site. In one embodiment, the autonomous position of the tower crane is reported to a remote location where the activity can be monitored.

Computer System

With reference now to FIG. 5, portions of the technology for providing a communication composed of computer-readable and computer-executable instructions that reside, for example, in non-transitory computer-usable storage media of a computer system. That is, FIG. 5 illustrates one example of a type of computer that can be used to implement embodiments of the present technology. FIG. 5 represents a system or components that may be used in conjunction with aspects of the present technology. In one embodiment, some or all of the

components of Figures 1A-C or FIG. 3 may be combined with some or all of the components of FIG. 5 to practice the present technology.

FIG. 5 illustrates an example computer system 500 used in accordance with embodiments of the present technology. It is appreciated that system 500 of FIG. 5 is an example only and that the present technology can operate on or within a number of different computer systems including general purpose networked computer systems, embedded computer systems, routers, switches, server devices, user devices, various intermediate devices/artifacts, stand-alone computer systems, mobile phones, personal data assistants, televisions and the like. As shown in FIG. 5, computer system 500 of FIG. 5 is well adapted to having peripheral computer readable media 502 such as, for example, a floppy disk, a compact disc, and the like coupled thereto.

System 500 of FIG. 5 includes an address/data bus 504 for communicating information, and a processor 506A coupled to bus 504 for processing information and instructions. As depicted in FIG. 5, system 500 is also well suited to a multi-processor environment in which a plurality of processors 506A, 506B, and 506C are present. Conversely, system 500 is also well suited to having a single processor such as, for example, processor 506A. Processors 506A, 506B, and 506C may be any of various types of microprocessors. System 500 also includes data storage features such as a computer usable volatile memory 508, e.g. random access memory (RAM), coupled to bus 504 for storing information and instructions for processors 506A, 506B, and 506C.

System 500 also includes computer usable non-volatile memory 510, e.g. read only memory (ROM), coupled to bus 504 for storing static information and instructions for processors 506A, 506B, and 506C. Also present in system 500 is a data storage unit 512 (e.g., a magnetic or optical disk and disk drive) coupled to bus 504 for storing information and instructions. System 500 also includes an optional alpha-numeric input device 514 including alphanumeric and function keys coupled to bus 504 for communicating information and command selections to processor 506A or processors 506A, 506B, and 506C. System 500 also includes an optional cursor control device 516 coupled to bus 504 for communicating user input information and command selections to processor 506A or processors 506A, 506B, and 506C. System 500 of the present embodiment also includes an optional display device 518 coupled to bus 504 for displaying information.

Referring still to FIG. 5, optional display device 518 of FIG. 5 may be a liquid crystal device, cathode ray tube, plasma display device or other display device suitable for creating graphic images and alpha-numeric characters recognizable to a user. Optional cursor control device 516 allows the computer user to dynamically signal the movement of a visible symbol (cursor) on a display screen of display device 518. Many implementations of cursor control device 516 are known in the art including a trackball, mouse, touch pad, joystick or special keys on alpha-numeric input device 514 capable of signaling movement of a given direction or manner of displacement. Alternatively, it will be appreciated that a cursor can be directed and/or activated via input from alpha-numeric input device 514 using special keys and key sequence commands.

System 500 is also well suited to having a cursor directed by other means such as, for example, voice commands. System 500 also includes an I/O device 520 for coupling system 500 with external entities. For example, in one embodiment, I/O device 520 is a modem for enabling wired or wireless communications between system 500 and an external net-

work such as, but not limited to, the Internet. A more detailed discussion of the present technology is found below.

Referring still to FIG. 5, various other components are depicted for system 500. Specifically, when present, an operating system 522, applications 524, modules 526, and data 528 are shown as typically residing in one or some combination of computer usable volatile memory 508, e.g. random access memory (RAM), and data storage unit 512. However, it is appreciated that in some embodiments, operating system 522 may be stored in other locations such as on a network or on a flash drive; and that further, operating system 522 may be accessed from a remote location via, for example, a coupling to the internet. In one embodiment, the present technology, for example, is stored as an application 524 or module 526 in memory locations within RAM 508 and memory areas within data storage unit 512. The present technology may be applied to one or more elements of described system 500. For example, a method of modifying user interface 225A of device 115A may be applied to operating system 522, applications 524, modules 526, and/or data 528.

System 500 also includes one or more signal generating and receiving device(s) 530 coupled with bus 504 for enabling system 500 to interface with other electronic devices and computer systems. Signal generating and receiving device(s) 530 of the present embodiment may include wired serial adaptors, modems, and network adaptors, wireless modems, and wireless network adaptors, and other such communication technology. The signal generating and receiving device(s) 530 may work in conjunction with one or more communication interface(s) 532 for coupling information to and/or from system 500. Communication interface 532 may include a serial port, parallel port, Universal Serial Bus (USB), Ethernet port, antenna, or other input/output interface. Communication interface 532 may physically, electrically, optically, or wirelessly (e.g. via radio frequency) couple system 500 with another device, such as a cellular telephone, radio, or computer system.

The computing system 500 is only one example of a suitable computing environment and is not intended to suggest any limitation as to the scope of use or functionality of the present technology. Neither should the computing environment 500 be interpreted as having any dependency or requirement relating to any one or combination of components illustrated in the example computing system 500.

The present technology may be described in the general context of computer-executable instructions, such as program modules, being executed by a computer. Generally, program modules include routines, programs, objects, components, data structures, etc., that perform particular tasks or implement particular abstract data types. The present technology may also be practiced in distributed computing environments where tasks are performed by remote processing devices that are linked through a communications network. In a distributed computing environment, program modules may be located in both local and remote computer-storage media including memory-storage devices.

GNSS Receiver

With reference now to FIG. 6, a block diagram is shown of an embodiment of an example GNSS receiver which may be used in accordance with various embodiments described herein. In particular, FIG. 6 illustrates a block diagram of a GNSS receiver in the form of a general purpose GPS receiver 680 capable of demodulation of the L1 and/or L2 signal(s) received from one or more GPS satellites. For the purposes of the following discussion, the demodulation of L1 and/or L2 signals is discussed. It is noted that demodulation of the L2 signal(s) is typically performed by "high precision" GNSS

receivers such as those used in the military and some civilian applications. Typically, the “consumer” grade GNSS receivers do not access the L2 signal(s). Further, although L1 and L2 signals are described, they should not be construed as a limitation to the signal type; instead, the use of the L1 and L2 signal(s) is provided merely for clarity in the present discussion.

Although an embodiment of a GNSS receiver and operation with respect to GPS is described herein, the technology is well suited for use with numerous other GNSS signal(s) including, but not limited to, GPS signal(s), Glonass signal(s), Galileo signal(s), and Compass signal(s).

The technology is also well suited for use with regional navigation satellite system signal(s) including, but not limited to, Omnistar signal(s), StarFire signal(s), Centerpoint signal(s), Beidou signal(s), Doppler orbitography and radio-positioning integrated by satellite (DORIS) signal(s), Indian regional navigational satellite system (IRNSS) signal(s), quasi-zenith satellite system (QZSS) signal(s), and the like.

Moreover, the technology may utilize various satellite based augmentation system (SBAS) signal(s) such as, but not limited to, wide area augmentation system (WAAS) signal(s), European geostationary navigation overlay service (EGNOS) signal(s), multi-functional satellite augmentation system (MSAS) signal(s), GPS aided geo augmented navigation (GAGAN) signal(s), and the like.

In addition, the technology may further utilize ground based augmentation systems (GBAS) signal(s) such as, but not limited to, local area augmentation system (LAAS) signal(s), ground-based regional augmentation system (GRAS) signals, Differential GPS (DGPS) signal(s), continuously operating reference stations (CORS) signal(s), and the like.

Although the example herein utilizes GPS, the present technology may utilize any of the plurality of different navigation system signal(s). Moreover, the present technology may utilize two or more different types of navigation system signal(s) to generate location information. Thus, although a GPS operational example is provided herein it is merely for purposes of clarity.

In one embodiment, the present technology may be utilized by GNSS receivers which access the L1 signals alone, or in combination with the L2 signal(s). A more detailed discussion of the function of a receiver such as GPS receiver 680 can be found in U.S. Pat. No. 5,621,426. U.S. Pat. No. 5,621,426, by Gary R. Lennen, entitled “Optimized processing of signals for enhanced cross-correlation in a satellite positioning system receiver,” incorporated by reference which includes a GPS receiver very similar to GPS receiver 680 of FIG. 6.

In FIG. 6, received L1 and L2 signal is generated by at least one GPS satellite. Each GPS satellite generates different signal L1 and L2 signals and they are processed by different digital channel processors 652 which operate in the same way as one another. FIG. 6 shows GPS signals (L1=1575.42 MHz, L2=1227.60 MHz) entering GPS receiver 680 through a dual frequency antenna 601. Antenna 601 may be a magnetically mountable model commercially available from Trimble® Navigation of Sunnyvale, Calif., 94085. Master oscillator 648 provides the reference oscillator which drives all other clocks in the system. Frequency synthesizer 638 takes the output of master oscillator 648 and generates important clock and local oscillator frequencies used throughout the system. For example, in one embodiment frequency synthesizer 638 generates several timing signals such as a 1st LO1 (local oscillator) signal 1400 MHz, a 2nd LO2 signal 175 MHz, a (sam-

pling clock) SCLK signal 25 MHz, and a MSEC (millisecond) signal used by the system as a measurement of local reference time.

A filter/LNA (Low Noise Amplifier) 634 performs filtering and low noise amplification of both L1 and L2 signals. The noise figure of GPS receiver 680 is dictated by the performance of the filter/LNA combination. The downconverter 636 mixes both L1 and L2 signals in frequency down to approximately 175 MHz and outputs the analogue L1 and L2 signals into an IF (intermediate frequency) processor 30. IF processor 650 takes the analog L1 and L2 signals at approximately 175 MHz and converts them into digitally sampled L1 and L2 inphase (L1 I and L2 I) and quadrature signals (L1 Q and L2 Q) at carrier frequencies 420 KHz for L1 and at 2.6 MHz for L2 signals respectively.

At least one digital channel processor 652 inputs the digitally sampled L1 and L2 inphase and quadrature signals. All digital channel processors 652 are typically identical by design and typically operate on identical input samples. Each digital channel processor 652 is designed to digitally track the L1 and L2 signals produced by one satellite by tracking code and carrier signals and to form code and carrier phase measurements in conjunction with the microprocessor system 654. One digital channel processor 652 is capable of tracking one satellite in both L1 and L2 channels.

Microprocessor system 654 is a general purpose computing device which facilitates tracking and measurements processes, providing pseudorange and carrier phase measurements for a navigation processor 658. In one embodiment, microprocessor system 654 provides signals to control the operation of one or more digital channel processors 652. Navigation processor 658 performs the higher level function of combining measurements in such a way as to produce position, velocity and time information for the differential and surveying functions. Storage 660 is coupled with navigation processor 658 and microprocessor system 654. It is appreciated that storage 660 may comprise a volatile or non-volatile storage such as a RAM or ROM, or some other computer readable memory device or media.

One example of a GPS chipset upon which embodiments of the present technology may be implemented is the Maxwell™ chipset which is commercially available from Trimble® Navigation of Sunnyvale, Calif., 94085. Differential GPS

Embodiments of the present invention can use Differential GPS to determine position information with respect to a jib of the tower crane. Differential GPS (DGPS) utilizes a reference station which is located at a surveyed position to gather data and deduce corrections for the various error contributions which reduce the precision of determining a position fix. For example, as the GNSS signals pass through the ionosphere and troposphere, propagation delays may occur. Other factors which may reduce the precision of determining a position fix may include satellite clock errors, GNSS receiver clock errors, and satellite position errors (ephemerides).

The reference station receives essentially the same GNSS signals as rovers which may also be operating in the area. However, instead of using the timing signals from the GNSS satellites to calculate its position, it uses its known position to calculate timing. In other words, the reference station determines what the timing signals from the GNSS satellites should be in order to calculate the position at which the reference station is known to be. The difference between the received GNSS signals and what they optimally should be is used as an error correction factor for other GNSS receivers in the area. Typically, the reference station broadcasts the error correction to, for example, a rover which uses this data to determine its position more precisely. Alternatively, the error corrections may be stored for later retrieval and correction via post-processing techniques.

Real Time Kinematic System

An improvement to DGPS methods is referred to as Real-time Kinematic (RTK). As in the DGPS method, the RTK method, utilizes a reference station located at determined or surveyed point. The reference station collects data from the same set of satellites in view by the rovers in the area. Measurements of GNSS signal errors taken at the reference station (e.g., dual-frequency code and carrier phase signal errors) and broadcast to one or more rovers working in the area. The rover(s) combine the reference station data with locally collected position measurements to estimate local carrier-phase ambiguities, thus allowing a more precise determination of the rover's position. The RTK method is different from DGPS methods in that the vector from a reference station to a rover is determined (e.g., using the double differences method). In DGPS methods, reference stations are used to calculate the changes needed in each pseudorange for a given satellite in view of the reference station, and the rover, to correct for the various error contributions. Thus, DGPS systems broadcast pseudorange correction numbers second-by-second for each satellite in view, or store the data for later retrieval as described above.

RTK allows surveyors to determine a true surveyed data point in real time, while taking the data. However, the range of useful corrections with a single reference station is typically limited to about 70 km because the variable in propagation delay (increase in apparent path length from satellite to rover receiver, or pseudo range) changes significantly for separation distances beyond 70 km. This is because the ionosphere is typically not homogeneous in its density of electrons, and because the electron density may change based on, for example, the sun's position and therefore time of day. Thus for surveying or other positioning systems which must work over larger regions, the surveyor must either place additional base stations in the regions of interest, or move his base stations from place to place. This range limitation has led to the development of more complex enhancements that have superseded the normal RTK operations described above, and in some cases eliminated the need for a base station GNSS receiver altogether. This enhancement is referred to as the "Network RTK" or "Virtual Reference Station" (VRS) system and method.

Network RTK

Network RTK typically uses three or more GNSS reference stations to collect GNSS data and extract information about the atmospheric and satellite ephemeris errors affecting signals within the network coverage region. Data from all the various reference stations is transmitted to a central processing facility, or control center for Network RTK. Suitable software at the control center processes the reference station data to infer how atmospheric and/or satellite ephemeris errors vary over the region covered by the network. The control center computer processor then applies a process which interpolates the atmospheric and/or satellite ephemeris errors at any given point within the network coverage area and generates a pseudo range correction comprising the actual pseudo ranges that can be used to create a virtual reference station. The control center then performs a series of calculations and creates a set of correction models that provide the rover with the means to estimate the ionospheric path delay from each satellite in view from the rover, and to take account other error contributions for those same satellites at the current instant in time for the rover's location.

The rover is configured to couple a data-capable cellular telephone to its internal signal processing system. The surveyor operating the rover determines that he needs to activate the VRS process and initiates a call to the control center to

make a connection with the processing computer. The rover sends its approximate position, based on raw GNSS data from the satellites in view without any corrections, to the control center. Typically, this approximate position is accurate to approximately 4-7 meters. The surveyor then requests a set of "modeled observables" for the specific location of the rover. The control center performs a series of calculations and creates a set of correction models that provide the rover with the means to estimate the ionospheric path delay from each satellite in view from the rover, and to take into account other error contributions for those same satellites at the current instant in time for the rover's location. In other words, the corrections for a specific rover at a specific location are determined on command by the central processor at the control center and a corrected data stream is sent from the control center to the rover. Alternatively, the control center may instead send atmospheric and ephemeris corrections to the rover which then uses that information to determine its position more precisely.

These corrections are now sufficiently precise that the high performance position accuracy standard of 2-3 cm may be determined, in real time, for any arbitrary rover position. Thus the GNSS rover's raw GNSS data fix can be corrected to a degree that makes it behave as if it were a surveyed reference location; hence the terminology "virtual reference station." An example of a network RTK system in accordance with embodiments of the present invention is described in U.S. Pat. No. 5,899,957, entitled "Carrier Phase Differential GPS Corrections Network," by Peter Loomis, assigned to the assignee of the present patent application and incorporated as reference herein in its entirety.

The Virtual Reference Station method extends the allowable distance from any reference station to the rovers. Reference stations may now be located hundreds of miles apart, and corrections can be generated for any point within an area surrounded by reference stations.

Although the subject matter is described in a language specific to structural features and/or methodological acts, it is to be understood that the subject matter defined in the appended claims is not necessarily limited to the specific features or acts described above. Rather, the specific features and acts described above are disclosed as example forms of implementing the claims.

We claim:

1. A radio frequency identification (RFID) tower crane load locator comprising:
 - an RFID range measurer to provide RFID range measurements between an RFID reader and each of a plurality of RFID tags, wherein
 - the RFID reader is located at a trolley of the tower crane;
 - a first of the plurality of RFID tags is located at a cab of the tower crane; and
 - a second of the plurality of RFID tags is located at a hook block of the tower crane;
 - a jib direction determiner to determine the direction the jib is facing;
 - a load position determiner utilizing the range measurements in conjunction with the jib direction to determine a location of the load; and
 - a user interface module to provide the location of the load results in a user accessible format.
2. A radio frequency identification (RFID) tower crane load locator comprising:
 - an RFID range measurer to provide RFID range measurements between an RFID reader and each of a plurality of RFID tags, wherein
 - the RFID reader is located at a cab of the tower crane;

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a first of the plurality of RFID tags is located at a trolley of the tower crane; and
 a second of the plurality of RFID tags is located at a hook block of the tower crane;
 a jib direction determiner to determine the direction the jib is facing;
 a load position determiner utilizing the range measurements in conjunction with the jib direction to determine a location of the load; and
 a user interface module to provide the location of the load results in a user accessible format.
 3. A radio frequency identification (RFID) tower crane load locator comprising:
 an RFID range measurer to provide RFID range measurements between an RFID reader and each of a plurality of RFID tags, wherein
 the RFID reader is located at a hook block of the tower crane;
 a first of the plurality of RFID tags is located at a trolley of the tower crane; and
 a second of the plurality of RFID tags is located at a cab of the tower crane;
 a jib direction determiner to determine the direction the jib is facing;
 a load position determiner utilizing the range measurements in conjunction with the jib direction to determine a location of the load; and
 a user interface module to provide the location of the load results in a user accessible format.
 4. A method for utilizing radio frequency identification (RFID) for locating the load for a tower crane, the method comprising:

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generating range measurements from an RFID reader coupled with the tower crane to at least a first and a second RFID tag coupled with the tower crane;
 generating a second set of range measurements from a second RFID reader coupled with the tower crane to at least a first and a second RFID tag coupled with the tower crane;
 generating a third set of range measurements from a third RFID reader to at least a first and a second RFID tag coupled with the tower crane, the third RFID reader located separately from the tower crane;
 determining a jib direction;
 combining the range measurements, the jib direction, the second set of range measurements and the third set of range measurements to determine the location of the load; and
 providing the location of the load information on a user interface in a user accessible format.
 5. The method of claim 4 further comprising:
 fixedly coupling a sway determiner with a hook block of the tower crane, the sway determiner to provide sway information with respect to the hook block; and
 combining the range measurements, the jib direction and the sway information to determine the location of the load.
 6. The method of claim 4 wherein the jib direction is determined by a device from the group consisting of: a compass, a heading indicator, a satellite navigation position receiver offset from a known position, a satellite navigation position receiver utilizing two antenna located at different points along the jib and at least two satellite navigation position devices located at different points along the jib.

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